Report (DPR) preparation is in progress for 4-laning under the National Hgihways Development Project (NHDP) Phase III and Special Accelerated Road Development Programme-North East (SARDP-NE) in North East Region and the acquisition of land will depend on the DPR.

(c) As per the policy of Central Government, user fee shall be levided on all projects involving conversion from 2 lanes to 4 lanes. The stand alone bridges qualifying the minimum cost criteria as per National Highways (Rate of Fee) Rules 1997, shall also be tolled.

Foreign Ships in Mundra Port

221. SHRI GIREESH KUMAR SANGHI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that a large number of foreign ships carrying wheat and urea, etc., in the month of October, 2006, were made to wait outside the Mundra port by the Port authorities for more than ten days before they could unload their goods;

(b) if so, what were the various reasons for this infrastructural failure;

(c) whether it is a fact that delay in discharging cargo costs about $60,000 per day to the foreign ships bearing wheat;

(d) the persons as per Government's view, responsible for the loss suffered by the waiting ships; and

(e) the corrective steps Government propose to initiate in the matter?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (e) Due to acute shortage, large amount of wheat and fertilizer was imported in the country during the months of September and October on Government account. During the month of October 2006, Mundra port handled 5,63,242 MT of wheat and fertilizer on 2 berths capable of accommodating large panamax ships. Huge import of food grains resulted in bunching of ships causing delay in berthing of ships in some cases. The cost of waiting ships depends on the charter party agreement between the supplier and the ship owner and varies from one ship to another.